

INVESTIGATIVE REPORT:

This report pertains to an investigation of the identification of the burial location of **two (2) members** of the Royal Flying Corps, during the Great War 1914-1921.

SUBMITTED TO:

CWGC Commemorations Section
Commonwealth War Graves Commission
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Maidenhead, Berkshire
SL6 7DX United Kingdom
Email: commemorations@cwgc.org

Report Date: 27 August 2016

Amended Date: 7 October 2018

Reason for Submission: ("X" means purpose of the report)

Casualty Identification:		Burial Information:	
Confirmed Identities	X	Burial Location Identified	X
Most Probable Identity		Grave Stone Correction	
Questionable Identity		Grave Records Correction	
Incorrect Identity		Request for CWGC Details	
Other		Other	

Supporting Documents: (# refers to attachment number; "I" information provided)

Casualty Identification:		Burial Information:	
Clark, Ernest Vaughan, 2nd Lt.	i	Tyne Cot Cemetery	link
Noon, Gilbert, 2nd Lt.	i	West-Vlaanderen, Belgium	i
Royal Flying Corps	i	Plot 59 Row D Graves 46 & 47	i
29 November 1917	i	Concentration 27 Jan. 1921	i
Graves Registration Report	1	War Diary Extract(s)	
Concentration of Grave	2	Casualty Card	8
The Sky Their Battlefield II	3	ICRC Records	9
Google Overview	4	Grave Stone Inscription	
Area Map(s)	5	Memorial Inscription/Photo	10
Trench Map(s)	6	Reporting and Review	11
CWGC Record	7	Other	

Summary of Findings:

The Graves Registration Report form for Plot 59 Row D Graves 46 and 47 at Tyne Cot Cemetery lists two Officers of the Royal Flying Corps who were exhumed from a burial ground at the Castle in Houthoust (*Houthulst*) Belgium.

A review of all of the details related to the burial and the aircraft lost provides clear evidence that the remains are those of the pilot ([2nd Lt. Ernest Vaughan Clark](#)) and his observer ([2nd Lt. Gilbert Noon](#)) of 20th Squadron, Royal Flying Corps. They were flying a Bristol F2B, Serial Number A7253 north of Westroosebeke, Belgium.

Details of Findings:

The findings are conclusive that the remains in Plot 59 Row D Graves 46 and 47 are 2nd Lt. Ernest Vaughan Clark (Pilot) and 2nd Lt. Gilbert Noon (Observer). The findings are based on the following:

1. The *Graves Registration Report* (GRRF) for the Tyne Cot (British) Cemetery at **28.D.17.a.00.25** lists and UNKNOWN BRITISH LIEUTENANT in each of Graves 46 and 47 of Plot 59 Row D (Attachment #1). The GRRF is marked to indicate that the burials in this area were exhumations.
2. The *Concentration of Graves (Exhumations and Reburials) Burial Return* (COG-BR) that relates to the above noted concentrations states that the remains were exhumed from "Castle of Houthouost" (*Houthulst*), recorded as Sheet 20 S.E. P.14.0.9 (Attachment #2). The COG-BR also notes that the two men were "U.B. Off. Lieut." (*Unknown British Officers, Lieutenants*) and that the number of the aeroplane was **?253** (the front numbers were not recorded).
3. The detailed records of lost aircraft by noted researcher and author [Trevor Henshaw](#) report that there was only one (1) aircraft that was lost and missing in action on the Western Front with '**253**' in the serial, which resulted in the deaths of BOTH airmen, and both of whom currently have No Known Grave. That aircraft, a Bristol F2B of 20 Squadron, **Serial Number A7253**, was flown by Pilot 2Lt E. V. Clark with Observer 2Lt G. Noon (Attachment #3a). The author notes that the plane set out on an Offensive Patrol and was seen chasing enemy aircraft in the vicinity of Passchendaele, Belgium. Two hours later they were seen near Westroosebeke, approximately 3 miles from where the remains were recovered.

There were four (4) other aircraft MIA with '253' within the serial - two were single seaters but both pilots saw the War out as POWs :

- I. A2536 DH2 of 32 Sqn was lost on 3 April 1917, shot down after combat east of Lagnicourt (in France Sh.57c C.23.), and the pilot Lt EL Heyworth was taken prisoner: Repatriated 18 August 1918, and
- II. H7253 SE5a of 56 Sqn shot down, probably by AA on 5 October 1918, whilst diving on an enemy Kite Balloon east of Bohain (in France Sh.62b D.21.). The pilot, Lt IW Awde, was wounded and taken prisoner. Lt Awde was repatriated on 13 December 1918.

There was a third Missing in Action with these numbers in the serial:

- III. Bristol F2B of 22 Sqn, serial B1253 lost on 5 June 1918. The pilot Lt CH Dunster was taken POW, and he was repatriated on 18 December 1918. His Observer, Sgt LAF Young, was killed in the descent, and his grave was found in 1920 at Sh.36a L.25.c.2.8., east of AIRE, France.

The fourth aircraft MIA with '253' in the serial was:

- IV. 48 Sqn's F2B E2532, shot down on 26th October 1918 - both crew taken POW. These two men were 2Lts H Thomas and FHV Coomer, and both were repatriated on 7 December 1918. This 48 Sqn F2B was on an Offensive Patrol to Tournai, Belgium, and as such, the only other plane with '253' in the serial to go Missing in Action in Belgium, but its crew are accounted for, as taken Prisoners, who were later repatriated.

All the other British aircraft lost and Missing in Action on the Western Front, with '253' in the serial, that were capable of carrying a pilot and observer, are all comprehensively accounted for in the analysis. None of the others, apart from A7253 with pilot 2Lt Clark and 2Lt G Noon, involve a crew with No Known Grave (Attachment #3b).

4. A Google Earth overview of the area and flight path is provided to show the location of the aircraft in flight relative to the locations mentioned in the report noted above, and the exhumation site near Houlthoust (Attachment #4).
5. An extract of the area maps from the McMaster University Lloyd Reeds Collection shows the location of the burial site relative to the area shown in the Google overview (Attachment #5). The Houlthoust Forest is marked by the red rectangle in Sector P of Sheet 20 where the remains were found.
6. A detailed trench map from the UK National Archives was used to show exactly where the remains were recovered at **20.P.14.c.0.9** (Attachment #6). The blue lines added to the map show the intersection point of the trench map coordinates provided in the COG-BR at the Chateau (Castle), approximately 1,400 yards southeast of the village of Houthulst. The area is on the north edge of Houthulst Forest.
7. The casualty records of the Commonwealth War Graves Commission for each of Clark and Noon state that they were killed in action on 29 November 1917 and that as there was no known grave, their names are etched on the *Arras Flying Services Memorial* (Attachment #7). From this we can conclude that previous researchers have not matched the demise of Aircraft A7253 (?253) on the COG-BR) with the graves exhumed at 20.P.14.c.0.9 at the Houthulst Castle.
8. The Casualty Cards from the Royal Air Force Archives record the deaths of E. V. Clark and G. Noon on 29 November 1917, last seen near Westroosebeke in a Bristol Fighter A7253 (Attachment #8). Noon was initially reported missing and then recorded dead. There is no information as to whether they died in the air or on the ground.
9. The records of the International Committee of the Red Cross (ICRC) confirm that the German authorities reported to H.Q. RAF that the two men, Clark and Noon were both dead (Attachment #9). This record notes that they were in a Bristol

Scout, Serial Number A7253. Their recorded date of death was 29 November 1917 and Clark's record notes that 2nd. Lt. Noon was the Observer in that aircraft.

10. The Arras Flying Services Memorial records their names as airmen who were lost in the Great War and have no known grave (Attachment #10). The names have been marked on that attachment with a red box for clarity.

Action Required:

The "Investigative Report" has been prepared in accordance with the procedures and criteria set out by the CWGC, should they wish to make any changes to the commemoration details (Attachment #11).

It is our contention that there is clear evidence that the bodies in Plot 59 Row D Graves 46 and 47 are those of 2nd Lieutenant E. V. Clark and 2nd Lieutenant G. Noon of 20 Squadron, Royal Flying Corps. The men went down in the near vicinity of the location of the remains, in a plane with a partial serial ?253, the only one lost in the Great War with those digits in the serial number.

All the other British aircraft lost and Missing in Action on the Western Front, with '253' in the serial, that were capable of carrying a pilot and observer, are all comprehensively accounted for in the analysis. None of the others, apart from A7253 with pilot 2Lt Clark and 2Lt G Noon, involve a crew with No Known Grave.

Amendment Notice:

This report was amended on 7 October 2018 to provide additional information requested by the Ministry of Defence, Defence Business Services, Joint Casualty and Compassionate Centre, as detailed in their letter of 2 October 2018. Point #3 in the above report was enhanced to provide additional information on the fate of the many aircraft with '253' in the serial. In addition, Attachment #3 was expanded to include both Attachment #3a (*the original attachment*) and Attachment #3b (*the new summary table of all aircraft*).

ATTACHMENT #1

Commonwealth War Graves Commission. Graves Registration Report Form.

<http://archive.cloud.cwgc.org/archive/doc/doc1834185.JPG>

COMPREHENSIVE REPORT Army Form W. 3372.

GRAVES REGISTRATION REPORT FORM.

No 1. AREA. I. W. G. C. REPORT No. 51 SCHEDULE No. 687/C

COMMUNE ASSCHENDAELE 8-2-22

PLACE OF BURIAL TYNE COT BRITISH CEMETERY

Map Reference 28.D.17.a.00.25

The following are buried here:—

Regiment	No.	Name	Rank and Initials	Date of Death	Cross Erected or G. R. U'd.	Plot, Row and Grave
		<u>PLOT (59)</u>		<u>ROW :D:Cont</u>		<u>ALL CROSSES ERECTED</u>
A. & S. HLDRS		UNKNOWN BRITISH SOLDIER				41 ✓
A. & S. HLDRS		UNKNOWN BRITISH SOLDIER				42 ✓
R. S. F.		UNKNOWN BRITISH SOLDIER				43 ✓
		UNKNOWN BRITISH SOLDIER				44 ✓
A. & S. HLDRS		UNKNOWN BRITISH SOLDIER				45 ✓
R. A. F.		UNKNOWN BRITISH LIEUT				46 ✓
R. A. F.		UNKNOWN BRITISH LIEUT.				47 ✓
6TH. 1st D.C.L.I.		SCOBAY	2/LT.R.O.	23-8-17.	EA/H/8907	48 ✓

ENTERED 22 9
28 17.10.22

(6 31 5) W3160—P2723 100,000 9/19 HWV.P1024 Form W3372/3

ATTACHMENT #2

Commonwealth War Graves Commission. Concentration of Graves (Exhumations and Reburials) Burial Return. <http://archive.cloud.cwgc.org/archive/doc/doc1836375.JPG>

Plot	Row	Grave	Ref. Reference where body found.	Was cross on Grave ?	Regimental particulars.	Means of Identification.	Were any effects forwarded to Base ?
59	D	45	Sheet 28. I.11.b.60.10.	No	U.B.S. A & S. Highlanders ✓	Kilt	Nil
59	D	46	Sheet 20 S.E. P.14.c.0.9.	No	U.B. Off. Lieut. R.A.F. ✓ Number of Aeroplane 253	(Removed from Castle ")	"
59	D	47	P.14.c.0.9.	No	U.B. Off. Lieut. R.A.F. ✓	{ of Houlthout. 253. } No. of Aeroplane 253.	"
59	D	48	Sheet 28 N.E. J.14.c.51.60.	No	2nd Lieut. R.C. SCOBEE ✓	Disc	Disc
59	F	1	J.19.c.4.5.	No	U.B.S. Sergt ✓	Chevrons and clothing	Nil
59	F	2	J.13.a.72.35.	No	U.B.S. ✓	Clothing	Nil
59	F	3	J.13.a.90.40.	No	U.B.S. Manchester ✓	Numeral	"
59	F	4	J.19.a.80.20.	No	U.B.S. Som. L.I. ✓	Cap Badge	"
59	F	5	J.13.a.70.35	No	U.B.S. ✓	Clothing	"
59	F	6	J.13.a.2.7.	No	U.B.S. ✓ (Small remains	"	"
59	F	7	J.13.a.90.40.	No	U.B.S. ✓	"	"
59	F	8	J.13.a.65.35.	No	U.B.S. ✓	"	"
59	F	9	J.13.a.70.35.	No	U.B.S. ✓	"	"
59	F	10	J.14.c.4.7.	No	U.B.S. ✓	"	"
59	F	11	J.13.a.80.36.	No	U.B.S. ✓	"	"

57/9905

ATTACHMENT #3a

[The Sky Their Battlefield II](#)

Author: Trevor Henshaw

Extract from Page 135

A7253 Bristol F2B 20 Sqn
****NOP** combat with EAs MOORSLEDE 1pm
seen near WESTROOSEBEKE MIA (2Lt EV
Clark **KIA**/2Lt G Noon **KIA**) left 10-54am,
seen chasing EAs PASSCHENDAELE ['Bris-
tol' claim combat nMOORSLEDE 12pm Ltn H
vBülow Ja36] Δ

ATTACHMENT #3b

Information requested 2 October 2018 by Ministry of Defence, Defence Business Services, Joint Casualty and Compassionate Centre. Identification of all aircraft with serial "253", National Archives Records.

4253	FE2a		no	FE2a 4523 was known to be with 6 Sqn, flown to them from the UK on 19 May 1915. There's an AIR1 early Combat Report of it attacking an Albatros over Tournai on 31 July 1915, before returning to base. It was returned to the Air Park on 2 October 1915.
5253	Caudron G.III		no	Caudron G.III 5253 was a Training Aircraft, used in the UK (eg at 9 Reserve Air Squadron in late 1915). There's no record of it being flown on the Western Front.
6253	BE2d/e		no	6253 is a BE2d. It arrived with 10 Sqn from 1AD on 23 July 1916. It was flown to 2 Sqn on 2 January 1917, and served with them until it crashed onto a house roof on taking off for a practice Contact Patrol flight on 11 May 1917 - 2Lt CF Reeve was injured, and died of his injuries on the 13 May 1917. He is buried in Bethune Town Cemetery. His aircraft had been struck off Charge of the RFC on the day of the crash. He was alone in the aircraft.
7253	BE2d/e		no	BE2d 7253 first arrived at a Western Front Squadron on 1 March 1917 - this was 12 Sqn. It served without particular record until 10 August 1917, when it was returned to 1AD. It was later known to be back in the UK, at 75 Sqn Harling Rd B Flight, where it flew an Anti-Zeppelin patrol on 19 October 1917.
8253	Short 827		no	Short Type 827 8253 was a seaplane, sent out to Zanzibar in September 1916, where it served in various places in Africa until deleted in March 1918.
9253	Henry Farman Astral		no	Very little is known about this experimental Type, of which only 1 was built. Serial 9251 was built as an experimental two-engined bomber, but when trials failed at Hendon, the orders for the others were cancelled. 9253 was never built.
Prefixes 1916 onwards				
Serial	Type			
A253	SPAD			
A1253	Henri Farman		no	This HF F.20 A1253 was a Training Aircraft, in the UK. It had a forced landing on 12 June 1917 at a UK Golf Course whilst with 28 Sqn RFC as that unit was working up, still as a Training Unit, at Fort Grange in the UK. No one appears to have been injured. There is no record it ever got to the Western Front.
A2253	Maurice Farman Shorthorn		no	A2253 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front.
A2530	Maurice Farman Shorthorn		no	A2530 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front. (Note: I add A2530 to your list, as it was not originally mentioned.)
A2531	Maurice Farman Shorthorn		no	A2531 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front.
A2532	Maurice Farman Shorthorn		no	A2532 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front.
A2533	Airco DH2			Single seater
A2534	Airco DH2			Single seater
A2535	Airco DH2			Single seater
A2536	Airco DH2			Single seater
A2537	Airco DH2			Single seater
A2538	Airco DH2			Single seater
A2539	Airco DH2			Single seater
A3253	Nieuport Type 12		no	A3253 was actually a RE8, built by Austin Motors (not a Nieuport 12). It arrived at 34 Sqn on the Western Front from 2AD on 25 April 1917. On a Photographic mission on 26 May 1917 it stalled on take off and crashed, injuring the crew of 2Lt F Fowler and Pte JH Gibson-Hawke, from which both recovered. Two days later it was noted as Struck Off Charge of the RFC.
A4253	RE8		no	RE8 A4253 joined 16 Sqn on the Western Front on 16 June 1917. It was next noted in AIR1 as being hit by another 16 Sqn RE8 (A3476) on 9 August 1917 when it was taking off for Artillery work, and was damaged. Pilot 2Lt James was slightly injured, and the Observer 2Lt Geidt was unhurt. It was returned as a wreck to 2AD on 11 August 1917.

ATTACHMENT #3b (cont'd)

A5253	FE2b		no		A5253 was actually a Sopwith Strutter (not an FE2b). Virtually nothing is known about A5253 - it is in the middle of a group of Sopwith Strutters known to have been sold to the Russian Govt in 1920. Only 60 of the 100 aircraft of this order were built. There is no evidence it ever went to the Western Front.
A8253	Martinsyde Elephant			Single seater	
A7253	Bristol F2B		YES		Bristol Fighter A7253 came on strength of 20 Sqn RFC on 29 September 1917. On 29 November 1917 it was on a Northerly Offensive Patrol (NOP) when it was seen in combat with enemy aircraft near Moorslede, and was last seen near Westroosebeke in Belgium. The crew of A7253 were 2Lt EV Clark (South African) and his Observer 2Lt G Noon, and they were both reported Missing and Presumed Killed in Action. They both have No Known Grave. It feels strongly likely that they can be the pair of British airmen referred to on doc1836375.jpg, described as a pair of "U.B. Off. Lieut. R.A.F." found together, and with an artefact showing "Number of Aeroplane 253". Both airmen were found and "Removed from Castle of Houthulst" Sh.20 S.E. P.14.c.0.9. and now buried in Tyne Cot British Cemetery. They are the only pair of airmen with No Known Grave to also have an aircraft which contained "253" in it's serial. These men were found with exactly such a remnant of their aircraft. Furthermore, this Map Reference of where they were found - just south of Houthulst, is only 2-3 miles north of where Records state they were last seen, before being shot down and killed.
A8253	Sopwith Strutter		no		Sopwith Strutter A8253 is known to have served only in the UK, in a Training capacity. It was with training unit 86 Sqn in March 1918, and then with No.1 Observers School of Aerial Gunnery from 29 April 1918.
A9253	Airco DH5			Single seater	
B253	Armstrong Whitworth FK8		no		AW FK8 B253 came to 2 Squadron RFC from 1AD on 17 June 1917. Just the next day, 18 June 1917, it crashed during an engine test whilst landing in a gale and was badly damaged. No one was reported injured. It was struck off charge at 2AD on 6 August 1917.
B1253	Bristol F2B		no		Bristol F2B B1253 joined 22 Sqn from 2ASD on 25 March 1918. On 5 June 1918 it was reported Missing in Action. The crew of 2Lt CH Dunster and 217347 Sgt LAF Young had last been seen going down in control towards Lestrem, under attack. The pilot was wounded and taken prisoner (2Lt Dunster was Repatriated 18 December 1918), but Observer Sgt LAF Young was fatally wounded in the descent and killed. His grave was found in 1920 at Sh.36a L.25.c.2.8. east of AIRE
B2253	RE8		no		RE8 B2253 joined 21 Sqn RFC on the Western Front on 19 November 1917, from 1ASD. On 19 January it had been re-issued to 3 Sqn Australian Flying Corps. On 1 April 1918 on Artillery work, it was possibly hit by AA, and the crew of Lt J.L. Smith and Lt J.L. Withers made a crash forced landing near Warneton. Neither man was reported hurt. It was Struck off Charge from the Repair Park of 1ASD, as wrecked, on 8 April 1918.
B2530	Sopwith Camel			Single seater	(Note: I add B2530 to your list, as it was not originally mentioned.)
B2531	Sopwith Camel			Single seater	
B2532	Sopwith Camel			Single seater	
B2533	Sopwith Camel			Single seater	
B2534	Sopwith Camel			Single seater	
B2535	Sopwith Camel			Single seater	
B2536	Sopwith Camel			Single seater	
B2537	Sopwith Camel			Single seater	
B2538	Sopwith Camel			Single seater	
B2539	Sopwith Camel			Single seater	
B3253	Avro 504A		no		Training Aircraft UK. B3253 was known to be a Training Aircraft at RNAS Manston Jan 1918. It was not known to have gone to the Western Front. General Note for Avro 504 Types on the Western Front: The Last Avro 504 left Western Front as an operational type in October 1915 (lastly with 1 Sqn). In total, 7 were eventually reported Missing in Action (390, 638, 875, 715, 874, 753, 1001). All airmen involved were POWs - all Repatriated, apart from the deaths of a) 2Lt V Waterfall KIA and Lt CGG Bayly KIA in Avro 390 on 22 Aug 1914, both graves being found in 1929 at Labiau Communal Cemetery Sh.38 K.29.b.8.7.; and b) the other death was RNAS Flt EG Riggall KIA lost at sea on the Zeebrugge Raid in 875 on 16 Feb 1915.
B4253	Avro 504A/J		no		Training Aircraft UK. B4253 possibly at 37Sqn Sedgford or Gosport. Not known to have gone to the Western Front. See General WF Casualty Notes for Avro 504s above - see B3253.

ATTACHMENT #3b (cont'd)

B5253	Sopwith Pup	Single seater		DH9 C1253 comes from a group of DH9s known to have been used as training aircraft in the UK - for example with 44 Training Sqn at Lincoln or the Fleet Practice Sqn at Turnhouse. There are no records in AIR1 specifically mentioning it, or that show it ever having been flown on the Western Front.
B6253	Sopwith Camel	Single seater		
B7253	Sopwith Camel	Single seater		
B8253	SE5a	Single seater		
B9253	Sopwith Camel	Single seater		
C253	Sopwith Pup	Single seater		
C1253	Airco DH9	no		RE8 C2530 arrived at 12 Sqn from 2ASD on 26 March 1918. The very next day, on 27 March 1918, it got into a spin at 2000 feet on patrol near Bellevue and dived into the ground. Observer 2Lt HH Harman was injured, but pilot 2Lt H Fitzgibbon had been killed. He rests in Doullens Communal Cemetery. The aircraft was struck off as wrecked that day.
C2253	RE8	no		RE8 C2530 came on strength from 1AD to 7 Sqn on 29 June 1918. On 28 September 1918, during a Counter Artillery Patrol, it was shot up by Fokkers and forced to land and crashed into a tree on landing. Pilot 2Lt HM Matthews was wounded, but would recover. Observer 2Lt C Fletcher was more seriously wounded, and died the next day, the 29 September 1918. He was buried in Haringhe Military Cemetery, near Bandaghem, Sh.19 W.28.c.75.20. The aircraft was struck off as wrecked on the day of the crash, the 28 September 1918. (Note: I add C2530 to your list, as it was not originally mentioned.)
C2531	RE8	no		RE8 C2531 lacks any records in AIR1. There is currently no evidence that it was flown anywhere on the Western Front.
C2532	RE8	no		RE8 C2532 joined 59 Squadron from 2ASD on 23 June 1918. During a Contact Patrol on 6 September 1918 it suffered engine failure and crashed into a shell hole upon landing near Adinifer Wood. The crew of Lt BS Wilcox and 2Lt FW Dey were both ok. It was recorded being at the Salvage Dump of 2ASD on 18 September 1918, when it was written off charge, not worth repairing.
C2533	RE8	no		RE8 C2533 joined 21 Squadron from 1 ASD on 12 June 1918. It was still on charge with 21 Sqn at the Armistice, and was finally flown to St Omer on 24 Jan 1919.
C2534	RE8	no		RE8 C2534 joined 53 Sqn from 1AD on 24 June 1918. On 3 October 1918 it was on patrol when it had combat with the enemy and was shot up and forced to land and crash at Sh.28 K.7.d.3.1. near Becelaere - the crew of 2Lt BR Ronald and 2Lt H Walpole were both ok.
C2535	RE8	no		RE8 C2535 joined 3 Squadron Australian Flying Corps from 2AD on 15 June 1918. On 5 October 1918 it was on a practice flight when it crashed on the Aerodrome. Lone pilot Lt HE Richards was ok. It went to 2ASD and was still there when it was struck off charge as not worth repairing on 12 November 1918.
C2536	RE8	no		RE8 C2536 joined 5 Sqn in France in August 1918. On 2 September 1918 on contact patrol it had combat with an enemy machine and was forced to land and wrecked at '09.d.90.40'. Pilot Lt CC Fraser was ok, but Observer 2Lt AJ Bishop was wounded. He later recovered. It was Struck off strength at 1ASD on 7 September 1918.
C2537	RE8	no		RE8 C2537 came on strength of 59 Sqn from No.2 Issue Section on 15 July 1918. On 9 November 1918 it was shot up on a counter attack patrol by ground fire, but the wounded crew of Lt JS Robson and 2Lt HW Mitchell were taken to hospital and survived.
C2538	RE8	no		RE8 C2538 came on strength of 6 Sqn from 1 ASD on 6 September 1918. It was still with the unit on 24 January 1919 when it was reported waterlogged and warped due to rain.
C2539	RE8	no		RE8 C2539 joined 21 Sqn from 1ASD on 19 June 1918. It was reported awaiting spares for rebuild on 30 September 1918, and finally returned to St Omer from the unit on 24 January 1919.
C3253	BE12/12a/12b	Single seater		
C4253	Sopwith Dolphin	Single seater		
C5253	Airco DH6	no		The DH6 was designed as a Training Aircraft, and saw no service on any Active Front, other than some minor work with UK Home Defence Units. There are no details in AIR1 for DH6 C5253. It would not have flown on the Western Front.
C6253	Airco DH9	no		DH9 C6253 arrived at 103 Sqn on 7 June 1918. On 5 August 1918 it was on a Practice Flight when it crashed. The crew of 2Lt DC McDonald and Lt HG Stirrup were both ok. It was returned to 1ASD and struck off there on 9 August 1918.

ATTACHMENT #3b (cont'd)

C7253	Airco DH6	no		The DH6 was designed as a Training Aircraft, and saw no service on any Active Front, other than some very minor work with UK Home Defence Units. C7253 was known to have been flown at 25 Training Squadron at Thetford UK in 1918. It was later with 35 TDS at Thetford, and was known to have crashed on 6 August 1918 after a stall and spin with Cdt J Milward dying of his injuries after it crashed. It would not have flown on the Western Front.
C8253	Sopwith Camel		Single seater	
C9253	SE5a		Single seater	
D253	SE5a		Single seater	
D1253	Airco DH9	no		DH9 D1253 was known to be at 15 Aircraft Acceptance Park as a new aircraft on 28 December 1918. It cannot have flown on the Western Front during the War years.
D2253	Bristol F2b	no		F2b D2253 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2530	Bristol F2b	no		F2b D2530 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed. (Note: I add D2530 to your
D2531	Bristol F2b	no		F2b D2531 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2532	Bristol F2b	no		F2b D2532 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2533	Bristol F2b	no		F2b D2533 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2534	Bristol F2b	no		F2b D2534 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2535	Bristol F2b	no		F2b D2535 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2536	Bristol F2b	no		F2b D2536 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2537	Bristol F2b	no		F2b D2537 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2538	Bristol F2b	no		F2b D2538 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2539	Bristol F2b	no		F2b D2539 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D3253	Airco DH9	no		DH9 D3253 joined 218 Sqn on 18 August 1918, from 4 ASD. It went to 98 Sqn on 21 January 1919, and was finally noted at 8 AAP Lympne in the UK on 12 February 1919.
D4253	Martinsyde F4 Buzzard		Single seater	
D5253	Sopwith Dolphin		Single seater	
D6253	Avro 504a/j/k	no		Training Aircraft UK. D6253 known to be at 50 Training Depot Squadron UK in July 18 (AIR1/2037). Not known to have gone to the Western Front. See General WF Casualty Notes for Avro 504s above - for B3253.
D7253	Airco DH9	no		This DH9 D7253 was never built. It was part of a contract with Westland Aircraft Works Yeovil (Contr. No. A.S.42381 (BR.2281)), but DH9s D7251 to D7300 were then cancelled on 15 June 1918.
D8253	Avro 504k	no		Training Aircraft UK. D8253 Probably flew with AFC 5 Trg Sqn or AFC 6 Trg Sqn. Not known to have gone to the Western Front. See General WF Casualty Notes for Avro 504s above - for B3253.
D9253	Airco DH4	no		DH4 D9253 joined 205 Sqn from 2 AI on 2 May 1918. On 7 May 1918 its engine failed on a practice flight and it crashed near Bellancourt. Pilot Lt HCR Connon was unhurt, and Observer 2Lt Deacon slightly injured. It was back at 2 ASD by 10 May 1918, and by 3 July 1918 it had been re-built as DH4 F6167.
E253	RE8	no		RE8 E253 went to 6 Sqn from 1ASD on 3 September 1918. It was recorded still with them at the end of the month, but little is known after this. It does not appear in any of the 15,000 RFC RNAS RAF AFC or IF Casualty Reports and other files kept in AIR1 at the National Archives that I have studied and transcribed to write The Sky Their Battlefield II.
E1253	SE5a		Single seater	
E2253	Bristol F2b	no		Bristol Fighter E2253 was possibly recorded as being with 20 Sqn in November 1918, but nothing else is known about it. There are no RAF Casualty Reports associated with it in AIR1.

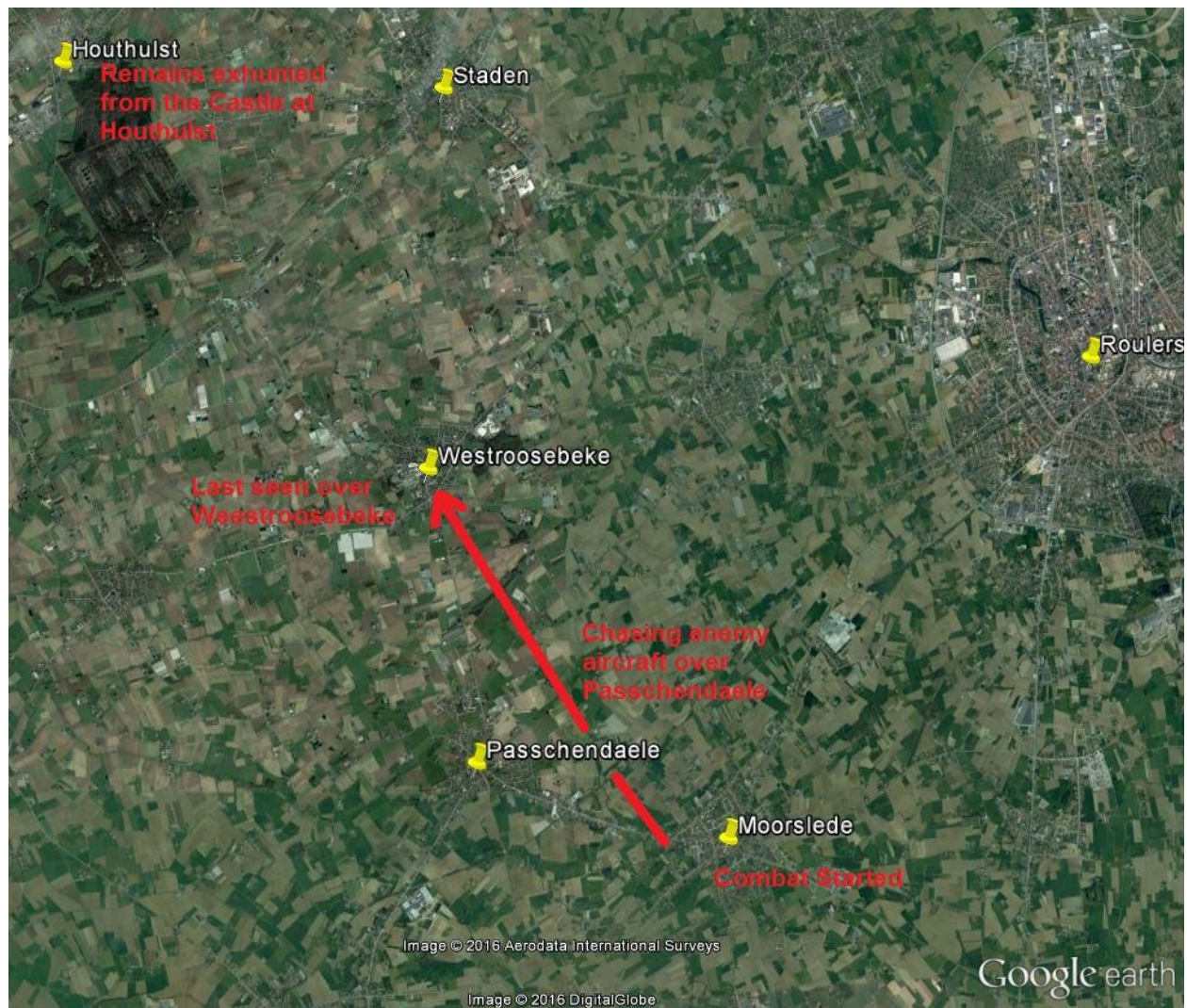
ATTACHMENT #3b (cont'd)

E2530	Bristol F2b		no	Bristol Fighter E2530 joined 48 Sqn from 1 AI on 6 September 1918. On 29 September 1918, on an Offensive Patrol over Menin it had an air collision with F2b E2520 and crashed west of the Lines. The crew of 2Lt WS Rycroft and 2Lt HC Wood were both injured, but were rescued and recovered. The aircraft was struck off Squadron Strength that day. (Note: I add E2530 to your list, as it was not originally mentioned.)
E2531	Bristol F2b		no	Bristol Fighter E2531 joined 48 Sqn from 1 AI on 9 September 1918. On 1 October 1918 it was on Offensive Patrol when it was shot up and forced to land. The crew of Lt EC Shurley and Sgt RLG White were unhurt. It was taken to the Repair Park of 1ASD and declared wrecked and not worth repairing there on 9 October 1918.
E2532	Bristol F2b		no	Bristol Fighter E2532 joined 48 Sqn from 1 AI on 13 September 1918. On 26 October 1918 it went Missing in Action on an Offensive Patrol to Tournai. The crew of 2Lt H Thomas and 2Lt FHV Coomer were taken prisoner. Both airmen were Repatriated on 7 December 1918.
E2533	Bristol F2b		no	Bristol Fighter E2533 joined 88 Sqn from 1 IS on 6 September 1918. It was still with 88 Sqn on 9 January 1919, when a Test was logged on it. It was known to be with 12 Sqn in 1920, and was still serving in the Middle East at Aboukir in 1928.
E2534	Bristol F2b		no	Bristol Fighter E2534 joined 48 Sqn on 4 September 1918. On 25 October, on a Long Patrol, it was brought down by AA near Deerflyck and forced to land. The crew of 2Lt G Thornton-Norris and Sgt RLG White were both ok. It was back at 1ASD by 31 October 1918 and declared wrecked and not worth repairing.
E2535	Bristol F2b		no	Bristol Fighter E2535 is not much documented, but was almost certainly with 141 Home Defence Squadron in the UK in 1918. There is no record of it having flown on the Western Front.
E2536	Bristol F2b		no	Bristol Fighter E2536 joined 20 Sqn from 2 ASD on 20 September 1918. It saw some action but was never shot down. There are no Casualty Reports associated with this aircraft.
E2537	Bristol F2b		no	Bristol Fighter E2537 joined 11 Sqn from 2 ASD on 6 September 1918. There's a Post-War Casualty Report from 14 December 1918 noting it crashed upon landing in high wind on a travelling flight, but the pilot was ok.
E2538	Bristol F2b		no	Bristol Fighter E2538 - not much is known about this aircraft - only that a RAF Museum Casualty Card noted it crashed at Risalpur in India on 31 December 1919. There is no record of it having flown on the Western Front.
E2539	Bristol F2b		no	Bristol Fighter E2539 - an AIR1 document notes the arrival of this aircraft at Rouen on 11 November 1918 in the SS Hunsigate, en route for 2ASD. No other records have been found.
E3253	SE5a		Single seater	
E4253	Avro 504k		no	Training Aircraft UK. E4253 - Likely to have been a training aircraft with 15 Trg Sqn UK November 1918. Not known to have ever gone to the Western Front. See General WF Casualty Notes for Avro 504s above - for B3253.
E5253	Bristol F2b		no	Bristol Fighter E5253, if it was built, was part of an Order from Standard Motors. Those very few aircraft from this order with any documentation point to deployment from mid 1919 and the early 1920s. There are no AIR1 documents suggesting it was built or flown before the Armistice.
E6253	Sopwith Snipe		Single seater	
E7253	Sopwith Camel		Single seater	
E8253	Sopwith Snipe		Single seater	
E9253	Avro 504k		no	Training Aircraft. E9253 was in a group of aircraft known to be delivered to Cranwell for Training in December 1918 -1919. See General WF Casualty Notes for Avro 504s above - for B3253.
	Notes			
	Single Seater* - Therefore excluded from search for "apair of airmen" buried together as a crew			
	All locations of Squadrons are on the Western Front, unless noted otherwise (eg UK, Zanzibar etc)			
	ASD - Aircraft Supply Depot			
	AI - Aircraft Issue Section			
	2AD - No.2 Aircraft Depot			
	IF - Independent Force RAF			

ATTACHMENT #4

Google Earth Overview

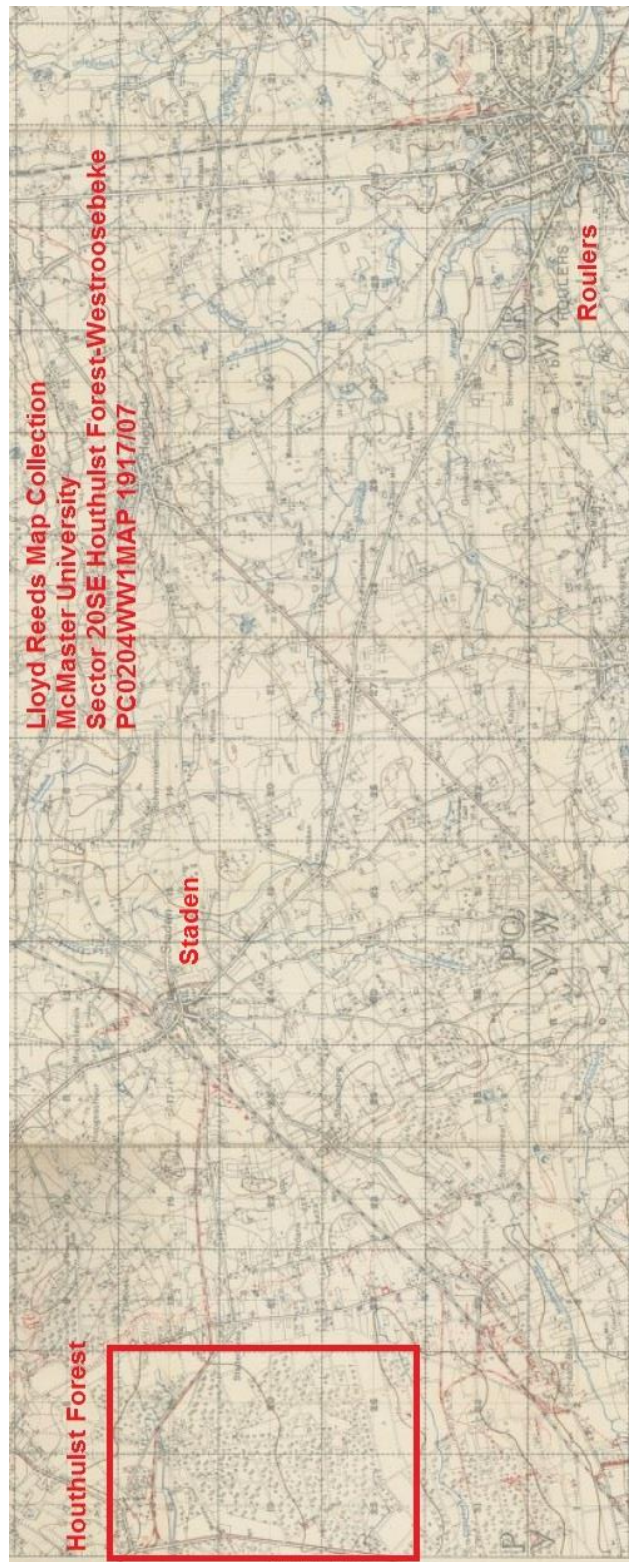
Marked up by Richard Laughton based on report in Attachment #3



ATTACHMENT #5

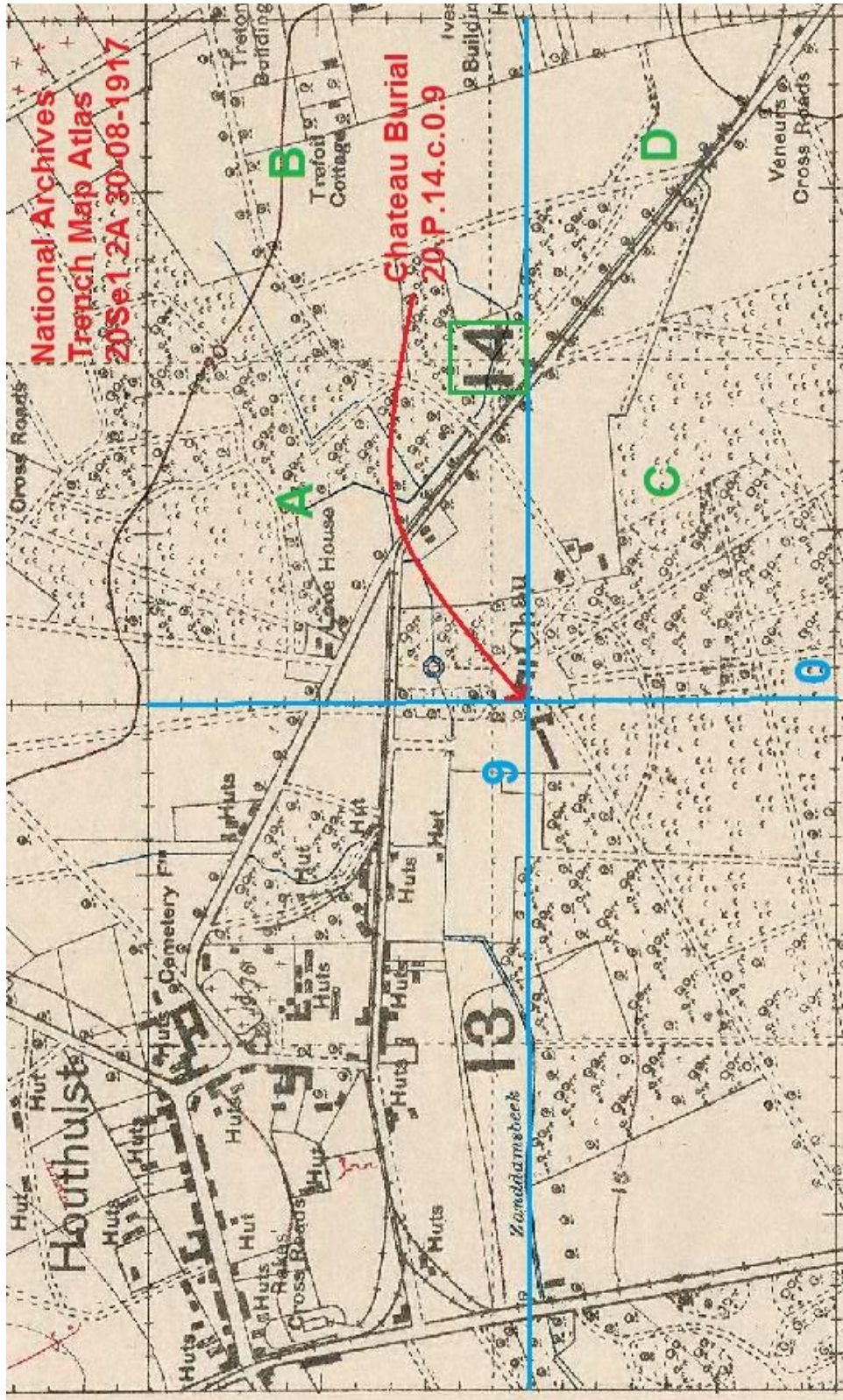
Lloyd Reeds Map Collection of McMaster University, Hamilton Ontario Canada.
Houthulst Forest-Westroosbeke PC0204WW1MAP.

<http://digitalarchive.mcmaster.ca/islandora/object/macrepo%3A70074/-/collection>



ATTACHMENT #6

The National Archives British Trench Map Atlas.20SE1 Staden Edition 2A Map wo297_0625 Trenches
Corrected 30/08/1917. Naval and Military Press, Uckfield, West Sussex, United Kingdom.



ATTACHMENT #7

Commonwealth War Graves Commission. *Casualty Record: United Kingdom Forces Served in Air Force,*

<http://www.cwgc.org/find-war-dead/casualty/744543/CLARK,%20ERNEST%20VAUGHAN>

<http://www.cwgc.org/find-war-dead/casualty/779673/NOON,%20GILBERT>

CLARK, ERNEST VAUGHAN _____

Rank:	Second Lieutenant
Date of Death:	29/11/1917
Age:	24
Regiment/Service:	Royal Flying Corps 20th Sqdn. and Royal Fusiliers
Panel Reference:	
Memorial:	ARRAS FLYING SERVICES MEMORIAL
Additional Information:	Son of Alice M. Clark, of The Croft, Redhouse, Port Elizabeth, South Africa, and the late Ernest V. Clark. Came from South Africa Aug., 1915. Proceeded to France Oct., 1915.

NOON, GILBERT _____

Rank:	Second Lieutenant
Date of Death:	29/11/1917
Regiment/Service:	Royal Flying Corps 20th Sqdn. and 6th Bn. Sherwood Foresters (Notts and Derby Regiment)
Panel Reference:	
Memorial:	ARRAS FLYING SERVICES MEMORIAL

Royal Air Force Museum Story Vault. *Archives of the Casualty Record Series*.
<http://www.rafmuseumstoryvault.org.uk/archive/7000267647-clark-e.v.-ernest-vaughan>
<http://www.rafmuseumstoryvault.org.uk/archive/noon-g>

Date of Report	By whom reported	Nature of Casualty	Reference to List
30-11-17	Gr. H. A.	Missing 29-11-17 ✓	1185/1
4-12-17	3 rd Ech.	" " " "	9/1400/10
2-2-18	Gr. H. A.	Personage dropped into river ✓	1249
		lines "dead" (unofficial)	
6-2-18	3 rd Ech.	Missing, believed killed 29-11-17 ✓	9/1464/2
		Dead ✓	
		Accepted for official purposes ✓	871989
		on having occurred in action ✓	126657/6
		on 29-11-17.	

2Lts. E. V. Clark & G. Noon

ATTACHMENT #9

International Committee of the Red Cross – ICRC Historical Records, Prisoners of the First World War
<http://grandeguerre.icrc.org/en/File/Details/303327/3/2/> and
http://grandeguerre.icrc.org/en/File/Zoom/E/15/01/C_G1_E_15_01_0017/C_G1_E_15_01_0017_0099_0.JPG/

Aviation C L A

F.S.N. *D* *81333* *R.A.F. 875*

CLARK E.V. (Ernest Vaughan)

2nd Lieut. Royal Flying Corps. Disparu depuis 29.11.17. with obs. 2^d Lieut. G. Noon. Built Scout Two seats. A 7253.

Rép: Mrs. A.M. Clark (moth) 18 ¹⁵ *was Golden Gardens* ~~Cathcart St.~~

London. S.W. 15. S.

Négatif envoyé

11-12-17

According to letter of family 4-3-18 E. V. Clark is unofficially reported killed.

According to H. G. D.A.F. France German authorities have reported the two aviators as dead.

5

ATTACHMENT #10

Arras Flying Services Memorial

ARRAS MEMORIAL		SERVICES	
FLYING		STONE NO. D/2	
Right	angle	Right	angle
Carson T.L.	Melkink G.L.	Sharland F.J.	
Gaulfield T.St G.	Melchorey I.U.	Sharpe M.	
Gawson G.A.	Mohamra J.C.	Shaw T.G.	
Chaplin H.	Moensura K.P.	Shepherd R.H.S.	
Chapman L.C.	Molise W.G.	Shirley A.V.	
Chaworth-Masters H.M.	Munn S.W.	Sillen H.C.	
Chenille C.G.	Marshall L.	Slopeson C.B.	
Chivers W.	Maxwell W.S.	Sisley A.J.S.	
Churchward H.A.	Nealing H.H., H.C.	Sisley D.L.	
Clark E.V.	X Medicoott H.W.	Sisley R.H.	
Clark W.H.	Millet J.M.L.	Smart G.O.	
Clifford W.J.	Millship W.G.	Smith J.B.	
Cobb R.J.P.	Milne-Henderson J.M.	Smith R.	
Collen J.	Morrison M.W.	Smith W.R.S.	
Cornish W.O.	Mott J.H.	Spooner H.W.	
Cotton W.M.Y.	Muir J.H.	Steel H.A.	
Cranford W.C.	Muir J.W.	Stewart G.S.	
Crocker F.R.	Murray J.L.	Stoytler E.D.	
(Typed 1.5.1929).		SPECIAL LAY OUT.	
		1st to 3rd & 5th names, 2nd column.	

ARRAS MEMORIAL		SERVICES	
FLYING		STONE NO. C/2.	
Right	angle	Right	angle
Hiller W.D.	Crichtonbank E.G.	Maylor P.	
Moore G.O.	Cunningham E.	Nicholson M.	
Moray A.W., W.C.	D'Arcy L.G.	Sikes G.	
Morris C.W.	Darwell C.V.	Noon G.	
New H.B.	Davenport H.S.	Posell H.S.	
Newton H.S.	Davidson W.	O'Neil J.I.M.	
Nicholls H.G.	Davies D.E.	Oliver S.J.	
Oliver-Jones A.V.	Davies G.A.H.	Ormerod A.	
Parlar H.L.O.	Dennett W.G.	Ottley R.G.	
Paton D.M.	Dennis H.	Page D.A.	
Pearce H.S.C.	Denovan A.W.	Palfreyman G.A.	
Pearson C.W.	De Ross A.G.B.	Parlar G.M.	
Peck J.N., von I.	Dobson A.H.J.	Pearson F.G.	
Philip H.T.	Doming H.C., H.C.	Pearce F.C.D.	
Playne L.	Duggan J.H.W.	Paton H.P.	
Reall P.J.G.	Duxbury H.C.	Pearson A.J., M.C.	
Forbes E.A.	Dyer H.A.	Pearson G.C.	
Protheroe W.B.	Marle W.S.	Pentecost G.D.	
(Typed 1-5-29).		SPECIAL LAY OUT.	
		12th name, 1st column.	
		15th name, 2nd column.	

ATTACHMENT #11

This “*Reporting and Review*” attachment is provided to assist all parties in the submission of an investigative report related to the identification of the burial location, or headstone markings, of a member of the Royal Flying Corps during the Great War 1914-1921. The Commonwealth War Graves Commission (CWGC) receives a copy of this report in the event they wish to make changes to the commemoration details. In order to alter the records, the CWGC has set out their criteria for the procedure and submission of cases for review, as detailed below. The CWGC is under no obligation to make changes based on a report.

This process differs from cases related to members of the Canadian Expeditionary Force (CEF) as these do not go first to the CWGC Canadian Agency in Ottawa. We have modified the requirement information noted below to include CWGC criteria from their source material:

Guideline Criteria for Submission:	Evidence and Source Material:
Cases need to present clear and convincing evidence to prove the identity of a casualty and must not be based on assumption or speculation. The Commission's Commemoration Team will also consider whether the findings of a better informed contemporary investigation are being revisited and if there is any new evidence to consider. By way of example, it is unlikely that the Commission would support a revision of the arrangements for the commemoration where it is apparent that no new evidence is being presented and, a better informed previous decision is being revisited some 100 years later.	Un-cited resources cannot be accepted as official evidence. Research conducted on the internet will only be accepted if supplied by a recognised authority such as the CWGC, National Archives etc. Any primary (contemporary) sources <i>e.g. the National Archives, CWGC, and Genealogical website original documentation etc.</i> must be copied and submitted with the case. The relevant pages of any secondary material <i>e.g. published reference books and articles; website material etc.</i> should also be copied and submitted. All sources must be correctly referenced as footnotes throughout the submission as well as cited in a complete bibliography of consulted sources. Referencing is essential to any historical research and should contain some uniform elements.

The following have participated in the preparation, review and submission of this report on a voluntary basis. Those noted below have read the investigative report and compared it to the criteria set out by the CWGC, as a guiding principle, and have agreed to have their name included as part of the review team. The CWGC may contact any of the reviewers at the e-mail address provided below.

Name	Affiliation	E-mail	Contribution
Richard Laughton Canada	Private Researcher LMC Great War Research Company	rlaughton@laughton.ca	Investigator & Report Author
Trevour Henshaw England	Aviation Author and Historian The Sky Their Battlefield II	tstb2@outlook.com	Investigator & Reviewer
Luc Degrande Belgium	Private Researcher	luc.degrande@outlook.be	Investigator & Reviewer
Ralph McLean Canada	Private Researcher South Africa War Graves Project	ralph@southafricawargraves.org	Reviewer